July 2012
Volume 2, Issue 3

COMLCSRON ONE Newsletter

USS INDEPENENCE (LCS 2) Arrives in Homeport

By: LCDR Colin J. Kane
Operations Officer
USS INDEPENDENCE (LCS 2) GOLD

USS INDEPENDENCE (LCS 2) departed Naval Station Mayport April 9, embarking on her voyage to homeport San Diego.

The transit, conducted by the ship's Gold Crew, marks the successful completion of testing the ability of the ship's mine countermeasures (MCM) mission package to detect, localize, and destroy mines in a tactical environment.

Sailors from INDEPENDENCE and embarked MCM Detachment 1 conducted operations off the coast of Florida, training with organic assets including the Remote Multi-Mission Vehicle (RMMV) and MH-60S helicopters especially configured to tow the AN/AQS-20A Towed Sonar and the Airborne Mine Neutralization System (AMNS).

On 15 April, the ship conducted a transit of the Panama Canal. INDEPENDENCE Gold Crew is the first to bring an INDEPENDENCE-Class ship through the Panama Canal, sailing a 105-foot-wide ship through canal locks only 110-foot-wide. The crew worked hard and got the ship through quickly and safely. During the 44.5-mile transit, starting at the Atlantic ocean entrance, the ship passed through the Gatun, Pedro Miguel, and Miraflores Locks. The ship was tied to mechanized "mules" that guided the ship as locks were flooded and drained, allowing for 85 feet of elevation change during the transit. When the transit was complete, the ship moored in Rodman, Panama, to refuel.

INDEPENDENCE arrived in Manzanillo, Mexico on 23 April, for the ship's first foreign port visit. During her stay she hosted a VIP reception for the Mexican Pacific Fleet and Naval Region staffs as well as the Mayor and other local dignitaries.

Eighteen members of the crew also participated in a Community Relations project; volunteers spent the day painting rooms at Casa Hogar Liborio Espinoza, an orphanage that is home to 16 Manzanillo children with no parents or parents who cannot provide for their children due to alcohol, drugs or other problems. They also delivered hygiene and medical supplies from Project Handclasp, as well as stuffed animals donated by Loving Hugs, Inc. Upon departure, INDEPENDENCE conducted a PASSEX with the Mexican Frigate ARM GALEANA (F-202), safely executing a set of divisional tactics maneuvers and a PHOTOEX before detaching and continuing her transit home.

INDEPENDENCE arrived at Naval Base San Diego the morning of 02 May, her first time in her homeport. Families and friends of the crew met the ship on the pier accompanied by the Navy Region Southwest Navy Band. Upon arrival in San Diego, Gold Crew began the process of turnover with the ship's Blue Crew, including operational tests of all equipment, inventories of accountable equipment, and an Exchange of Command with the INDEPENDENCE Blue Crew. The exchange of command marked the end of a 5 month on hull period.

The Gold Crew will be conducting a Rapid Refresh training period until 06 August, when they will return to the ship and relieve the Blue Crew for another four-month on-hull period.

Individual Highlights:

Aviation

LCS AVIATION TEAM:
LT Stockwell- Aviation Training Officer (rebecca.stockwell@navy.mil)
ABFC Ravens-Aviation Training Team Coordinator (gary.ravens@navy.mil)
BMC Cowlishaw-Aviation Training Team Asst. (Admin) (michael.cowlishaw@navy.mil)

Let us start off by saying thank you to all the LCS crews for your hard work and dedication during these past three months. By all measures it has been a safe and highly successful quarter in regards to meeting aviation requirements for the Littoral Combat Ship community. A special thanks also goes out to our friends at HSM-73 & HSC-6 for supporting the AIR 1.4b (HELO DAY) assessments onboard USS FREEDOM and USS INDEPENDENCE. Their support enabled us to accomplish Air Readiness Qualifications (ARQ) for the flight deck crews of LCS 1 (BLUE and GOLD) and LCS 2 (BLUE). Several members of PCU CORONADO (LCS 4) BLUE were also aboard to participate in INDEPENDENCE's Helo Day while completing critical PQS for HCO, LSE and Flight Deck Crewman.

It was not only here on the West coast that our LCS crews were making a positive impression on Afloat Training Group (ATG) inspectors. On 10 April, INDEPENDENCE GOLD Crew completed their AIR 1.4b and ARQ just days prior to setting sail for the Panama Canal and ultimately bringing INDEPENDENCE home to San Diego.
HSM-74, out of Mayport, FL was the supporting squadron for INDEPENDENCE's AIR 1.4b and we would also like to thank them for providing their assistance. If we can continue this level of flexibility, teamwork, and determination, we will find no obstacle to be insurmountable and no challenge too great. Keep up the hard work and let's all continue to train the new arrivals so we can maintain this positive momentum.
Our quarterly Newsletter would not be complete without mentioning the outstanding crew of the Mighty War Ship, FORT WORTH. This crew traveled from Marinette, WI to San Diego and back to Marinette in less than three months. They recently moved aboard and took possession of their ship. Still, they have established an amazing training program and they continue to work aggressively to meet requirements nearly impossible to accomplish without a ship of their own. ATG's visit on May 23rd to FORT WORTH for AIR 1.1, 1.2 & 1.3 was a success, despite numerous obstructions and logistic setbacks. The flight deck crew will be ready for their first assessment which is AIR 1.4a.
FORT WORTH completed her AVCERT on April 13th. The ship's flight deck , aviation equipment, and work centers are all in pristine working condition and are ready to receive aircraft and carry out flight deck operations. Thanks to the hard work and dedication from our civilian counterparts Lloyd DeBlois, LCS Test Coordinator (NAVSEA), Rich Kelly, Supervisor of Ship Building and many others at MMC, FORT WORTH is poised to "raise the bar" and set a new standard for flight deck readiness.

Training:

1. We cannot over stress the importance of continuous "on the job training" and flight deck casualty training in accordance with the NATOPS 00-80R-14, chapter 9.

2. The aircraft familiarization training scheduled through LCSRON at NASNI has proven to be extremely informative and beneficial for all the crews. Please make every effort to ensure a good turnout whenever this opportunity arrives for your flight deck personnel.

3. The pre-0414 aircraft firefighting school at TSC San Diego is a great opportunity to get practical hands on training with live hoses and DC gear. Take advantage of it and show up ready to "train like we fight".

4. Be familiar with the equipment you would be responsible for operating in case of a flight deck emergency, e.g. AFFF station, SCBA, in-line educator etc. ATG will often ask watch standers simple questions about their responsibilities during assessment drills. Be sure to have the right answers.

Continued on next page

Aviation cont.

Safety:

1. The danger of personnel being struck by rotors is always present during helicopter operations. Passengers shall always be escorted to and from an aircraft by members of the flight crew or by other designated personnel. No person shall approach or depart the aircraft **until permission has been given by the LSE.**

2. Because H-60 rotor arc can dip as low as **4 feet above the flight deck,** all personnel shall enter and exit the rotor arc at the 3 or 9 o'clock position.

3. Personnel have been blinded by **FOD** generated by helicopter rotorwash. **All personnel, including passengers,** on the flight deck during flight operations shall wear eye protection (goggles or helmet visor).

Aviation fuels: Personnel responsible for maintaining the JP-5 fuel system and related test equipment have two critically important **MIP's** they need to be familiar with.

1. 5420/031-11 - Aviation and General Purpose Fuels:

   R-11M and R-54D contain specific guidance pertaining to motor stripping JP-5 tanks in port and underway. (AFOSS is another resource for tank stripping guidance)

2. 6653/005-C1 - Test Equipment - AV Fuel

   Covers periodic maintenance on every piece of test equipment in the fuel testing lab. (Currently LCS2 is not covered by this MIP but will have it entered during next FR)

****Ship's personnel should be reviewing the AFOSS prior to all JP-5 fueling operations. ****

- AIR 1.0 (1 day)
  - ATG
    - Inbrief
    - Admin review
    - Material checks
    - Fuel facilities check
    - Safe to train walk-through
- AIR 1.1 (1 day)
  - ATG
    - Admin review
    - Material checks
    - Fuel facilities check
    - Review 1.0 discrepancies
- AIR 1.2 (1 day)
  - ATG
    - Classroom training
    - LOK scores collected from LCSRON
    - Review 1.1 discrepancies
- AIR 1.3 (1 day)
  - ATG
    - Admin review
    - Flight deck drills
    - Review 1.2 discrepancies
- AIR 1.4a (1 day)
  - ATG
    - Assessment
    - Flight deck drills
    - Material checks
    - Review 1.3 discrepancies
    - Outbrief
- AIR 1.4b (1 day)
  - ATG
    - HELO DAY
    - Flight deck operations

Continued on next page

Aviation cont.

AVCERT Classes and Levels:

NAVAIR 00-80T-122, tables 3.4.3.1 and 3.4.3.2 list Operation Levels & Facilities Classes assigned following a NAVAIR Aviation Certification IAW AVIATION FACILITIES BULLETIN NO.1M.

Classes of Facilities:

Class 1 – Landing area with support (services and maintenance) facilities for the type of aircraft certified.

Class 2 – Landing area with service facilities for the types of aircraft certified.

Class 2A – Landing area with limited service facilities for the types of aircraft certified.

Class 3 – Landing area for the types of aircraft certified; no service facilities.

Class 4 – VERTREP/hover area (minimum hover height 5 feet) for types of A/C certified.

Levels of operation:

Level I – IMC day/night operations.

Level II – VMC day/night operations.

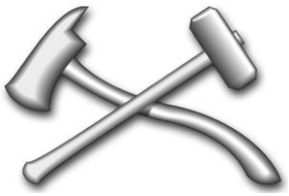
Level III – VMC day only operations.

IMC = Instrument Meteorological Condition VMC = Visual Meteorological Condition

Interesting Factoid:

Chuck Yeager broke the sound barrier with his Bell X-1. Chuck Norris broke the sound barrier with his fist.

DC Questions:



1. H2S gas has the smell of _____.

2. Is H2S gas heavier than or lighter than air?

3. True or False – H2S gas is flammable.

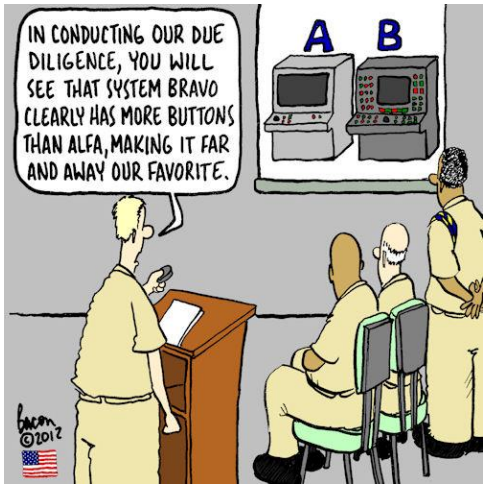
4. True or False – An EEBD can save you from H2S gas.

5. True or False – A 4-gas analyzer cannot detect H2S gas.

Answers on page 10

Rapid Refresh

By: QMC(SW) Ortiz
Seamanship Training Team
james.ortiz@navy.mil



Crew 101 completed another successful Rapid Refresh Navigation and Combat systems certification at the Shore Based Trainer. The Train, Train, Certify process continues to evolve and the crews are responding well to the process. The various navigation and tactical situations are at the right level to challenge crews to keep it interesting and enable the watch teams to gel and form.

Some of the lessons learned were:

- Rules of the Road knowledge continues to improve. Rules of the Road knowledge is a highly perishable skill and needs to be continually honed.
- VMS familiarization is essential for OOD/JOOD's to perform optimally.
- Conducting Morning OPS/Intel Briefs for the day's scenarios are imperative and is required IAW the LCSTRAMAN. This is crucial for the success of each training mission. Engaging all watch standers in the development and execution of the watch team binders and training packages will also ensure a smooth run. Everything needed to complete the missions is included in these packages, but crews still must do their homework (i.e. identifying the Order of Battle with the various platforms provided).
- Use of PPRs still seemed to be an afterthought during scenarios. Instructors are looking for the utilization of PPRs with all scenarios.
- Standing Orders and Battle Orders are needed during all scenarios. LTF Staff will assess the crew with their utilization of both. We have noticed that following Battle Orders (especially in the setting of Weapons Postures) between all sections has been hit and miss. Commodore's Battle Orders will be utilized at all Rapid Refresh events.
- Consider bringing in your SCAT team for familiarization with the tactics and PPRs during the training scenarios. We will not be grading your SCAT team. It is for familiarization/training only.

- **Combat Systems:**

Combat Systems is continuing to evolve. Currently there are two dedicated CSTT members. FCC Bush and CTTC Childers are working on Drill Guides, TORIS/TFOM Data Points, ASA Check Sheets and Level of Knowledge Exams. Expect to see CSTT go on-hull to conduct Technical Drills for final certifications in the near future.
Navy Wide OPTASK SUW was recently updated and released. This can be found on the Fleet Forces website: www.fleetforces.navy.smil.mil/HQ/Pages/default.aspx. DTG for pt 1 is 091745Z Feb 12, pt 2 is 091746Z Feb12.
We are currently working on establishing a standardized CSOSS Watch Organization. We will be working closely with the ships' crews to ensure that inputs are utilized to develop an excellent working product.
Drill guides are coming along well. Upon completion, expect a list of possible drills for the crews so that self training can be conducted.

- **COMLCSRON ONE:**

We are working on standardizing various instructions to further smooth the program. Also, we are adding to the deviations list to further define the differences between LCS ships and legacy ships in order to implement procedures and policies that are adapted to LSC.

- **Stick time:**

As a reminder, all requests must be in by 1200 the Wednesday prior to the week requested. All personnel on the watch bill are **required** to attend and be on time. Crews currently going through Rapid Refresh have priority stick time.
Although stick time is considered a "plain vanilla ice-cream cone", there are plenty of Bridge and MCC/ICC events to train to. For example; pier work with varying environmentals, anchorage, high speed transit with minimal contacts, harbor transit, UNREP, MOB, communications between watch standers, check lists, IMC usage, etc. Please remember, crews are responsible for ensuring that security clearances and visit requests are sent to the LTF via the JPAS Officer (N3). If a JPAS request is not sent to the LTF, the crew member will not be allowed to enter the trainer.
MCC/ICC Stick Time is limited in their capabilities. The watch standers can get console time, but minimal interaction from the trainers will be available (e.g. the crew will be able to work with LINK-16 but will not be able to get contact management due to the trainers inability to input contacts).

Combat Systems

By: CTTC Childers
Combat Systems Training Team

Ships Nautical or Otherwise Photographic Interpretation and Examination (SNOOPIE) Team: Beginning with FREEDOM and INDEPENDENCE Blue crews, SNOOPIE training will be scheduled and conducted during your Off-Hull Training Period. If you have not done so already, you need to identify your SNOOPIE team members and those members will need to bring their PQS (NAVEDTRA 43548) to the training.

As you prepare for your SBT Rapid Refresh, it is imperative that you create your own Enemy Order of Battle based on the expected threats. This will not only help you during your SBT scenarios but is great gouge that you can store for upcoming deployments. Ensure that you utilize the SIPR side for your research. If you need assistance, contact CTTC Childers in the N7 Department. One of the consistent shortfalls that we see during SBT Rapid Refresh is in external voice communications. Review the OPTASKs and relevant pubs to familiarize yourself with proper external reporting. Specific OPTASKs that should be reviewed prior to SBT Rapid Refresh are OPTASK SUW, Air, Air Defense, EW, and MIO (if you are scheduled for MIO during your scenarios).

We have begun working on updating the MCC and ICC PQS. Additionally, we are gathering inputs for the Decoy Launching System PQS to incorporate LCS specific requirements. If you have any inputs for these PQS, please provide them to CTTC Childers to be considered for the revision.

Navy Wide OPTASK Visual was recently updated and released. This can be found on the Fleet Forces website: www.fleetforces.navy.smil.mil/HQ/Pages/default.aspx. DTG is 271025Z MAR 12.

If you have any questions or concerns regarding Combat Systems Training, contact CTTC Childers or FCC Bush.

FREEDOM Completes Special Trials

N43

By: LT Sayoc
Material Assessments Officer

USS FREEDOM (LCS 1) completed INSURV Special Trials (ST) 22-24 May 2012, which was a major milestone for the program and for delivering FREEDOM to the fleet. The Material Readiness Group (MRG) was at the center of these efforts from initial schedule development and event identification efforts over a year and a half ago, through several on-board rehearsals, local operating procedure writing, and technical requirements gathering, to the final push to get FREEDOM up running and ready for Trials. MRG worked with its regional maintenance, industry, TYCOM, and NAVSEA partners to get FREEDOM through ST and ready for deployment. There were many hurdles and barriers on the way that had to be overcome such as the removal and replacement of all four water-jet shaft seals, the emergent dry-docking for the failed shaft seal, the replacement of a significant amount of water-jet piping, and delays in coming out of PSA and Light of Assessment. MRG personnel coordinated many hours of preparatory work including briefs to CNSP, INSURV, and the Program Office, to define pre-inspection material condition of the ship and its readiness for Trials, as well as negotiations on Trials scope and duration. MRG assisted with the orchestration and execution of the sequence of events during pre-trial rehearsals, TYCOM material inspection, and the INSURV special trials. Overall, 170 checks were completed; 109 underway during day one, 53 in-port during day 2, and 8 in-port during day 3. Getting FREEDOM through INSURV trials was an all hands effort between not only LCSRON personnel and FREEDOM Sailors, but those of the regional maintenance center, industry partners, TYCOM, program offices, NAVSEA, contractor partners, and LCS reserve detachment sailors.

In the process of getting ready for FREEDOM's special trials, MRG expanded its use of LCS reserve detachment Sailors. MRG managed over 500 man-hours of pre-trial assessments and 900 man-hours of Tiger Team corrective maintenance man-hours. LCSRON and Reserve Sailors assisted with correcting material discrepancies, parts research and logistics, engineering space wipers, trial event demonstrations, technical and requirement document collection, as well as a multitude of tasks and errands supporting FREEDOM trials.

A Message From Medical

By: HM1 Delaoosa
LCS Medical Department
Vincent.delaossa@navy.mil

If you are transferring to another "Sea Duty" billet you still need to have a "Sea Duty Screening" completed. All screenings are performed at NTC, 2051 Cushing Rd, San Diego, CA 92106
Phone Number: 619-524-0562/0229
Clinic hours: M-Th 0730-1100 & 1300-1530
All screenings are by appointment and the following forms must be completed: NAVMED 1300/1, DD Form 2807-1, NAVPERS 1300/16 which we have on hand in building 55 in Medical.

All personnel are required maintain their Individual Medical Readiness or IMR located on www.bol.navy.mil.

Medical Points of Contact:

Should you find that your crew, personnel, or Mission Group needs medical training, basic or advanced, or if you would like to schedule the use of our training classroom, please contact HMC Durgin at 556-3344 or HMC Alonso at 556-3344.

To schedule appointments for medical readiness, PHA's, PARFQ's, and Fire Fighting questionnaires, please contact HM1 Hurley or HM1 Delaossa at 556-3294.

If you have questions regarding medical supplies for LCS ships, please contact HMC Eusebio at 556-7311.

Engineering Training Team

By: EMC Robinson
Engineering Training Team
michael.robinson16@navy.mil

The LCSRON Engineering Training Team (ETT) consists of four members with different engineering background rates: Gas Turbine Mechanics (GSM), Engineman (EN), Electrician's Mate (EM) and Damage Control (DC). The purpose of ETT is to provide engineering training to crew members onboard and off-hull in accordance with the LCS Training Manual COMNAVSURFPACINST 3502.2A. Other references used by the Engineering Training Team are ASA check sheets, MOB-D, and MOB-E grading criteria for certification.

Engineering training for crew members is conducted by administering Level of Knowledge exams and running evolutions and drills. In the past engineers had to spend many hours at sea preparing for upcoming inspections and assessments. Today, with our advancing technology, simulators have been designed to save the Navy money by providing training in port vice at sea. At LCS SQUADRON ONE, we have increased our RCO number of simulators from two to five. Future plans include adding three more consoles to conduct engineering training for LCS crew members when needed.

LCS crew members onboard and off hull undergo extensive and rigorous training in order to operate their ships. Training needs are challenging, specifically for the small number of engineers. The Engineering Training Team encourages Sailors in the engineering department to know their equipment and be the best operators and technicians. "Engineers are the life and blood of the ship!"

INDEPENDENCE Receives a BZ on SISCAL Inspection

By: GSEC Dale Furr
Material Readiness Group
Dale.furr@navy.mil

The Littoral Combat Ship USS INDEPENDENCE (LCS 2) is stepping onto the public stage in grand fashion. On 3 April, 2012 the tri-hull designed ship received a Bravo Zulu from Commander Naval Surface Forces for achieving a calibration readiness rating of 98.8%. The significance of this accomplishment cannot be understated or dismissed, as a majority of commands struggle to meet or maintain the minimum calibration readiness level of 85%. In the most recent CNSP message, only eight other ships in the surface forces have attained a rating of 95% or higher.

The Shipboard Instrumentation and Systems Calibration (SISCAL) Program is responsible for the calibration and maintenance support of permanently installed shipboard instrumentation and machinery control systems. The combination of Littoral Combat Ship minimally manned concepts, shore support groups, and the substantial number of items requiring attention has generated significant challenges. The INDEPENDENCE has over 1100 instruments, signal conditioners, and gauges that are subject to SISCAL requirements. As most Sailors know, no ship's milestones are reached through the efforts of one person. The same is the case in the LCS program. Mckean Defense employee John Desgrey, Hull Manager for LCS 2, stated, "This success is accredited to the hard work and preparation by the INDEPENDENCE crew, COMLCSRON ONE, NAVSSES, SWRMC, and General Dynamics."

Mr. Desgrey's team consisted of: GSCS Gonzales (COMLCSRON ONE), who was instrumental in parts requisition and research, identification of discrepancies, and submission of Consolidated Ship's Maintenance Program (CSMP) work requests, Mr. Shawn Egnak (NAVSSES), control system and machinery control system expert, who directed multiple calibration teams during SISCAL visits, Mr. Rob Bagnell (SWRMC) facilitated parts procurement that contributed significantly to the ability to perform off ship water bath calibration procedures, Mr. Brian McCue, General Dynamic Bath Iron Works Electrical Engineer, integrated SISCAL events into the Integrated Master Schedule (IMS) and directed contracted industrial support. Each member exemplified the capabilities of Littoral Combat Ship depth, dynamics and diversity.

Several challenges are inherent to conducting calibrations on any vessel. LCS ships are faced with addition hurdles that must be overcome. LCS Concept of Operations stipulates that SISCAL events will be incorporated into Corrective Maintenance Availabilities (CMAV's) rather than conducted as a separate event as on other classes of ships. Most preventive and corrective maintenance actions are accomplished during these designated periods. The LCS-2 SISCALS were performed over five 10-day events in Mayport, Florida. Several obstacles, such as being a first in class ship, complicated an already difficult task. Many systems could not be tested using standard test equipment as they included cutting edge components and/or were from different countries all over the world. LCS platforms are also not manned for ship-managed gauge calibration. Most other ships have Level One Fleet Calibration Activities. In the case of LCS-2, this function was performed by NAVSSES in Mayport. While in San Diego, Level one calibration is planned to be performed by CNSP and Level two items will be continue to be handled by NAVSSES.

The USS Independence's accomplishment of a 98.8% calibration rating is thereby more extraordinary than the simple numbers illustrate. The Bravo Zulu from Commander Naval Surface Forces is not the final bell of the fight however; it is merely the herald of better things to come. Although further challenges are undoubtedly going to be encountered by Mr. Desgrey and his team, solutions are being forged, barriers are being toppled, and the LCS spirit, ingenuity, and determination are tuning the Littoral Combat Ship program for success one gauge at a time.

Navy Jargon

Feeling Blue- If you are sad and describe yourself as "feeling blue," you are using a phrase coined from a custom among many old deepwater sailing ships. If the ship lost the captain or any of the officers during its voyage, she would fly blue flags and have a blue band painted along her entire hull when returning to home port.

Wallop- When the French burned the town of Brighton, England, in the 1500s, King Henry VIII sent Admiral Wallop to retaliate and teach the French a lesson. He so thoroughly wrecked the French coasts that ever since, a devestating blow is said to be an "awful wallop."

FORT WORTH Successfully Completes Acceptance Trials

Submitted by: LT Jared Rodriguez
Jared.rodriguez@navy.mil

The nation's third Littoral Combat Ship, PCU FORT WORTH (LCS 3), successfully completed Acceptance Trials and was delivered to the Navy.

The trials, conducted on Lake Michigan from April 30 to May 4, included a four-hour full-power run and both surface and air detect-to-engage demonstrations of the ship's combat management system. Major systems and features were demonstrated, including aviation support, small boat launch handling and recovery, and ride control.

The ship is expected to be commissioned in Galveston, Texas on September 22.

FORT WORTH is the second Littoral Combat Ship built at Marinette, Marine and includes several changes over its predecessor, the first-in-class FREEDOM. These design changes make the ship a few knots faster than FREEDOM.

Acceptance Trials are the last significant milestone before delivery of a ship to the Navy. FORT WORTH was presented to the Board of Inspection and Survey (INSURV) with high levels of completion and relatively few material deficiencies.

The FREEDOM variant's design provides outstanding maneuverability with proven sea-keeping characteristics and innovative design features to support launch and recovery operations of manned and unmanned vehicles. Reaching speeds of more than 40 knots, the highly automated and networked surface combatant's flexibility enables it to execute mine warfare, anti-submarine warfare, surface warfare, maritime interdiction and humanitarian/disaster relief missions.

Safety Stand Down Added to the Off-hull Training Plan

By: LT Mark Belanger
Assistant Safety Officer
Mark.belanger1@navy.mil

The latest addition to every Off-Hull Training Plan (OHTP) is a Safety Stand Down. During the Safety Stand Down day, various topics will be covered in order to satisfy annual training requirements. Training material will be provided by the COMLCSRON ONE Safety Officer and the training will be administered by the crew's Safety Officer, a designated representative, or the OIC (for mission packages).

Each topic need only be covered once during the off hull training period. All crew members must receive this training, and it is imperative that an accurate muster is taken. Muster sheets will be kept by the crew's Safety Officer. The following topics will be covered: SCBA/OBA/EEBD, Gas Free Engineering, Occupational Health/Preventative Medicine, Heat Stress, Hearing Conservation, Sight Conservation, Electrical Safety, HAZMAT, ORM, Lead Control, Laser Safety, Asbestos, Traffic Safety, Respirator, and Tag-Out Program. Damage Control and Medical topics should be covered during their respective weeks, but are listed here as a contingency plan in order to ensure that the training is covered. Again, each topic need only be covered once during the OHTP.

Please contact the COMLCSRON ONE Safety Officer (rebecca.stockwell@navy.mil) or her assistant (mark.belanger1@navy.mil) if you have any questions.

A NOTE FROM YOUR DAPA

Command DAPA: MNC Elizondo
roel.elizondo@navy.mil

THE RIGHT SPIRIT CAMPAIGN

The Right Spirit is Education coupled with Leadership, Deglamorization, Intervention, and accountability for all of us.

- Right Spirit targets all hands from Seaman to Admiral.
- Requires responsibility and accountability from all hands regardless of rank or rate.
- Emphasizes Navy Core Values: Honor, Courage, and Commitment.
- Educates all hands.
- Recommends alternatives for drinking.

GOALS

- Enhance Fleet readiness by reducing alcohol abuse and related incidents.
- Provide a safe and productive working environment.
- Ensure Quality of Life for members, shipmates, and their families.

PREVENTION AND DEGLAMORIZATION

The Navy's Right Spirit campaign emphasizes Personal, Shipmate, Leadership, and Command Responsibility while promoting Healthy Lifestyles for all Navy Members.

PERSONAL RESPONSIBILITY
All Hands must:

- Recognize the effects of alcohol abuse on themselves, on others (including family members), and on their careers.
- Understand they are responsible and accountable for their actions.
- Promote positive attitudes and behaviors about avoiding alcohol abuse.
- Not drink and drive.
- Not drink to the extent that it impairs judgment.
- Not exhibit public drunkenness.
- Comply with local laws for the purchase, possession, and use of alcohol.

DC Answers

1. Rotten eggs
2. Heavier
3. True
4. True
5. False

DAPA continued

SHIPMATE RESPONSIBILITY

Shipmates take care of shipmates - 24 hours a day. All hands must know alcohol-warning signs and take positive steps to ensure shipmates stay on the right course. This means:

- Intervene before excessive drinking occurs.
- Stop a shipmate from driving while under the influence of alcohol.
- Challenge inappropriate behavior resulting from alcohol use on and off duty.

LEADERSHIP RESPONSIBILITY

All Hands in positions of authority must set a strong personal example of responsible behavior by demonstrating responsible conduct on and off duty.

- Foster a climate that motivates subordinates to conduct themselves as professional Navy members.
- All Hands are Navy ambassadors and must live up to this image.

Supply Update

Submitted By: LT Araceli Galvan
Araceli.galvan@navy.mil

1. The official addresses for ships and crews are as follows:

   a. USS FREEDOM (LCS 1) Official Mail:
   Commanding Officer, USS FREEDOM (LCS 1),
   3325 Senn RD STE 7, San Diego, CA 92136-5049

   b. USS INDEPENDENCE (LCS 2) Official Mail:
   Commanding Officer, USS INDEPENDENCE (LCS 2),
   3325 Senn RD STE 7, San Diego, CA 92136-5049

   c. LCS Crew 101, FPO AP 96601-0101

   d. LCS Crew 102, FPO AP 96601-0102

   e. LCS Crew 201, FPO AP 96601-0103

   f. LCS Crew 202, FPO AP 96601-0104

NOTE FOR THE CREWS: IF YOU USE THE SHIP'S NAME, IT WILL BE RETURNED TO SENDER AND YOUR MAIL WILL BE DELAYED. FOLLOW THE FORMAT BELLOW.

SKC JOHN JONES
LCS CREW 101
FPO AP 96601-0101

SKC JIMMY JOHNSON
LCS CREW 102
FPO AP 96601-0102

SKC ROLAND MARTIN
LCS CREW 201
FPO AP 96601-0103

SKC SUSAN DOLE
LCS CREW 202
FPO AP 96601-0104